

ST. PAUL'S CATHEDRAL, CALCUTTA.
FREEMASONS OF THE CHURCH.

MARCH 14. Mr. French in the chair.—Mr. W. H. Rogers exhibited a drawing of an ancient crucifix in Lord Hastings' collection, with his lordship's permission, and directed the attention of members to it, on the ground of its peculiar decoration. The hon. secretary laid upon the table a German work containing 144 ornamental designs (*Kleines Ornamentenbuch*). Each plate has several suggestive designs of value to the carver, jeweller, &c.

Mr. J. W. Archer then read "A Memorial of the Chapel of the family of Cotton, at Lanwade, in Cambridgeshire," which embraced a detailed description of the monuments it contains, the manor-house, &c.

Mr. Stothard, with permission of the Rev. D. Wilson, M.A., Vicar of Ishington, and son of the Bishop of Calcutta, submitted the following particulars of the rise and progress of St. Paul's Cathedral, Calcutta.

The site comprises seven acres, and was presented by the Hon. East India Company, in addition to a grant of 15,000*l.* towards the erection of the building. The estimated cost of the whole of the cathedral was 40,000*l.*, and the outlay has been about 50,000*l.* The bishop and his committee experienced great difficulty, owing to the distance of Calcutta from England, in obtaining the services of an experienced architect. The Governor-General of India calculated the probable expense attendant upon having an architect would be 14,400*l.* (1) presuming that his services would be wholly required for eight years. Their limited funds appeared an insuperable barrier to their progress, until Lieut. Colonel Forbes, of the Bengal Engineers, who has acted as architect to all the principal buildings in Calcutta during the last twenty-five years (among which may be named the Mint), offered his services gratuitously, which were accepted, and he has been engaged in superintending the construction of the cathedral for eight years.

The style of architecture selected for the cathedral is Perpendicular, with several modifications to suit the climate. The tower and spire are after Norwich Cathedral, with improvements suggested by that of Canterbury, while most of the details, external and internal, are from York Minster. The building has been constructed with bricks of a peculiar kind, specially prepared for the purpose, and with dressings of Chunar stone, and well covered, inside and outside, with chunam, which takes a polish like marble. The limited means at the command of the committee would not allow of the entire use of stone.

The extreme length of the cathedral, including the buttresses, is 348 feet, the width 83 feet, and the height of the spire 206 feet. The funds precluded the possibility of a regular nave, consequently a western vestibule occupies its place, being 36 feet by 22 feet. The entrance by the western carriage-way is 61 feet by 21 feet, and 15 feet high, over which is a library of the same dimensions and 35 feet high. There is a staircase in the western entrance leading to the western vestibule, in which are steps to the tower and library. Inside the building, under the lantern, a view is obtained of the entire length of the choir, 140 feet, with its east window; also the north and south transepts, each being 44 feet by 29 feet. In the north transept is placed the font, which is 8 feet 6 inches square. The view towards the west from under the lantern extends 100 feet (including the vestibule and covered carriage entrance), and displays the great west window. The choir is 127 feet by 61 feet, covered with an iron trussed roof 47 feet high. The chancel is 20 feet by 40 feet; which, with the middle aisle, is to be paved with the finest Italian marble. The choir will ultimately seat 1,000 persons, the stalls and pews about 400, the middle aisle about 100, the space between the altar and the pews about 200. It is proposed to remove the covered entrance and western vestibule, and add a nave to the building 150 feet by 61 feet.

The subject of the stained and painted glass in the large east window is the Crucifixion, painted by the late Sir B. West, P.R.A., and originally designed for St. George's Chapel, Windsor, in 1787; it cost 4,000*l.*, and was presented by the Queen.

The beautiful colossal statue of the late

Bishop Heber, by Chantrey, has been placed in the north transept; it formerly stood in the open entrance of the old cathedral, where it was exposed to injury from the weather.

The following is a detailed account of some of the expenditure, viz.:—The cathedral, 39,894*l.*; the pulpit, communion-table, pews, stalls, chairs, and general internal fittings, 2,289*l.*; the clock, by Vulliamy, cost 675*l.* 10*s.*; five bells, 448*l.*; bell-frame, 231*l.* 18*s.* 3*d.*; great windows in the towers cost 971*l.* 17*s.*; organ, 1,500*l.*; the freight, package, and insurance of clock, bells, windows, and organ, cost 397*l.* 10*s.*

The whole edifice is not larger than many parish churches in this country, such as Saffron Waldron, Halifax, Southwell, and Manchester. In the Bodleian Library may be seen an alabaster model of the cathedral, executed in Italy, 5 feet long and 2 feet high; this was given to the University of Oxford by the Bishop. Although the building does not claim any pretensions to architectural proportions, and perhaps not to many strict architectural decorations, still in point of construction it may be creditable, especially as there were several difficulties to encounter: one of these existed with regard to the nature of the soil. One season was allowed for the works to settle before the roofs were put on; the settlement of the whole building during that period was 16 inches, which, it is said, was previously calculated upon by Colonel Forbes.*

It was announced that the Court of Common Council, upon the motion of Alderman Thompson, has ordered 20*l.* to be paid upon the completion of St. John's Gate.

THE IMPROVEMENT OF GREAT GRIMSBY.

GREAT GRIMSBY, which was an important port in Saxon times, dates its privileges as a municipality and a Parliamentary borough from the mediæval ages, and which but for those privileges would long since have sunk into a mere fishing village, under the fostering assistance of a railway company, promises to become a great commercial city.

Nearer to the sea by some three hours in the day time and fair weather, by at least twelve hours at nightfall or in adverse winds, than the prosperous and limited docks and port of Hull, Grimsby, perfectly protected from bad weather, is about to be endowed with dock and warehouse accommodation on a large scale, and to become the terminus of railways, which will render transit to all parts of the kingdom easy and economical, thus breaking down the barrier and isolation which destroyed Great Grimsby's early greatness. The East Lincolnshire, and its parent trunk, the Great Northern, passing through Boston to Peterborough, will open up the choice of routes to the metropolis by the Eastern Counties or the London and North Western, while the Manchester, Sheffield, and Lincolnshire, with the assistance of the Midland, will, in less than twelve months, open out the way to Leeds and the clothing district—to Sheffield and the hardware district—to Manchester and the cotton districts. Within two years, to receive the traffic of these lines, a dock of 32 acres will be completed, in addition to a dock of 17 acres, now existing and in full employment. Thus, for the first time, Lincolnshire, the most productive agricultural county in Britain, will be provided with a perfect system of communication to all parts of England and Scotland, and with a sea-port of the first class, capable of accommodating 1,200 vessels.

With such elements of future progress it happens that this ancient borough offers almost a clear field for improvement. A stone church, sadly patched and mangled with stucco and joiner's Gothic, is the only solid witness of Grimsby's departed grandeur. The town is composed of a few streets of brick houses, which a Brassy or a Peto would undertake to clear away in four and twenty hours.

The propriety of preparing for a rapid increase of wealth and population, with plans worthy of the age, was fairly touched upon by some of the speakers at an entertainment given

* It seems distressing that 30,000*l.* should be spent upon a building, and that the utmost its friends can say of it is, that "in point of construction it may be creditable."

by the mayor and corporation on the 1st inst., to celebrate the opening of the first railway into Grimsby.

Mr. John Fowler, engineer of the Sheffield and Lincolnshire, in the course of his speech, observed that, having now by the railways, the partial opening of which they were engaged in celebrating, and by the docks planned by Mr. Rendel, and rapidly advancing to completion under the care of Mr. Adam Smith, demonstrated the near approach of the greatness of Great Grimsby, he trusted that the inhabitants and the corporation would prepare to take advantage of the prosperity in store for them. That looking forward to the time when Grimsby would be the principal port of the Humber, and of those districts with which the railways that day opened would put them in close connection, and as such port, the site of a populous and important town—that they would lose no time in preparing, under the advice of competent parties, a large and comprehensive plan, for a new town, for spacious streets, for public buildings, for promenades; above all, for a complete system of sewerage and drainage. He did not recommend them to rush into any wild speculations, or unnecessary expenses, but to let every local alteration, addition, or proposed improvement be carefully considered, with a view to the future, as well as the present, before it was undertaken.

Mr. S. Sidney, in the same strain, said that Grimsby, like *Dogberry*, had greatness thrust upon it; he true friends would desire to see it prepare to act in a manner accordant with its newly-acquired dignities. It fortunately happened that, without seeking foreign assistance, without danger of debt or taxation, the inhabitants of Grimsby had within their own power at once the machinery and the means for effecting local improvements. Right into the heart of the town, flanking on either hand the future and present docks, lay two tracks of land, amounting, as he had been informed, to 400 acres, the property of the corporation, at present merely pasture, but destined soon after the entire opening of the railways and the completion of the docks, to become building land of valuable description. For thirty-four acres of this land, the railway company had lately been adjudged to pay at the rate of 500*l.* an acre. An income of 5 per cent. on the whole property, at that value, would alone give a princely revenue towards valuable, healthful, and beautiful improvements; and then to distribute this, Great Grimsby had the advantage of municipal institutions, granted centuries ago, when one of the chief ports of the kingdom.

TREATMENT OF ARCHITECTS.
SOUTH STONEHAM UNION COMPETITION.

Sir,—I inclose you a letter received this morning, and my answer to it.—Yours, &c.
March 16. X X

Southampton, 12th March, 1848.

Sir,—Your plan for the proposed new work-house for the South Stoneham Union not having been accepted by the board of guardians, you will have the goodness to inform me the mode of conveyance by which you would wish the plan returned to you, and at the same time inclose postage stamps to the amount of 1*s.* for postage.—I am, &c.

ALBA F. PATTERSON.

Sir,—I beg to acknowledge the receipt of your letter, which I have forwarded to the editor of *THE BUILDER* newspaper. Common civility would certainly require that, after taking the trouble and going to the expense of preparing a design for your approval, you should return the plans free of expense, without making a profit on the postage from the railway station, and also should thank the architects for their trouble.—I am, &c. X X

A. F. Patterson, Esq., Solicitor.

AIR-TIGHT DRAIN FLAP.—Mr. Boulton has registered a design for an air-tight drain-trap in glazed stone ware, which has the advantage of not permitting corrosion. It consists simply of a flap, ground quite flat and smooth, suspended at the end of a drain-pipe, which is furnished with an inclined flange, so that when the trap is not in action the valve rests upon its seat, and should be perfectly air-tight.